WEBSTER'S DICTIONARY.
SIX DOLLARS ONLY.
AT
The Hongkong Telegraph, Office.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1038. 日六初月九年四十二緒光 THURSDAY, OCTOBER 20, 1898. 四拜禮 號十二月十港香 THIRTY DOLLARS PER ANNUM.

THE UNITED ASBESTOS ORIENTAL AGENCY,
Sole Agents for the UNITED ASBESTOS COMPANY, LT'D. LONDON.
DODWELL, CARLILL & Co., *General Agents.*

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISH 1880

SUBSCRIBED CAPITAL	Yen 12,000,000
PAID-UP CAPITAL	10,500,000
RESERVE FUND	6,960,000

Head Office:—YOKOHAMA.

Branches and Agencies.

KOBE	NEW YORK
LONDON	LYONS
SAN FRANCISCO	HONOLULU
BOMBAY	SHANGHAI

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per Annum on the daily balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

S. CHOH,
Agent.
Hongkong, 3rd October, 1898. [382

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$10,000,000
RESERVE FUND	$ 9,000,000
RESERVE LIABILITY OF PROPTORS...	$10,000,000

COURT OF DIRECTORS:
Hon. J. J. BELL-IRVING,—Chairman.
R. M. GRAY,—Deputy Chairman.
C. Beermann, Esq.

David Gubbay, Esq.	R. L. Richardson, Esq.
A. Haupt, Esq.	P. Sachse, Esq.
A. McConachie, Esq.	R. Shewan, Esq.
A. I. Raymond, Esq.	N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent, per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 15th August, 1898. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [10

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP	£800,000
RESERVE LIABILITY OF SHAREHOLDERS	£800,000
RESERVE FUND	£450,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 24th May, 1893. [31

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1895.

	Shanghai Taels.
SUBSCRIBED CAPITAL	5,000,000
PAID-UP CAPITAL	2,500,000

Head Office:—SHANGHAI.

Branches and Agencies

CANTON	HANKOW
CHEEFOO	PEKING
CHINKIANG	SWATOW
FOOCHOW	TIENTSIN

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
At 2 per cent. per Annum on Current Account Daily Balances.

3 % per Annum Fixed Deposits for 3 months.
4 % " " 6 "
5 % " " 12 "

E. W. RUTTER,
Acting Manager.
Hongkong, 15th October, 1898. [1237

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital	£1,000,000
Paid up Capital	£ 324,374

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq.

J. T. Lants, Esq.	Chow Tung Shang, Esq.
Chan Kit Shan, Esq.	Kwan Hoi Chuen, Esq.

Chief Manager,
G. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
On Current Account, Daily Balances 2 per Cent. per Annum.
Hongkong, 30th November, 1897. [8

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	*Formosa*	A. G. Cubitt, R.N.R.	Noon, 22nd Oct.	Freight or Passage.
STRAITS, &c.	*Peshawur*	F. W. Vibert, R.N.R.	Noon, 26th Oct.	Freight only.
JAPAN, &c.	*Ceylon**	C. L. Daniel	About 27th Oct.	Freight or Passage.
SHANGHAI	*Bengal*	L. M. Wibmer, R.N.R.	About 28th Oct.	Freight or Passage.
LONDON, &c.	*Parramatta* †..	C. F. Preston, R.N.R.	Noon, 29th Oct.	Freight or Passage.
JAPAN, &c.	*Rokilla**	S. de B. Lockyer, R.N.R.	5 P.M., 29th Oct.	Freight or Passage.
LONDON	*Canton*	D. C. Gregor, R.N.R.	About 5th Nov.	Freight or Passage.

*(Passing through the Inland Sea). †(See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.
Hongkong, 20th October, 1898. [5

THE
CLUB HOTEL,
LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.
Yokohama, 1st October, 1897. [36

SAUMUR.

TELEPHONE 75.

ACKERMAN—LAURANCE.

BRUT, DRY ROYAL & ROYAL.

AS SUPPLIED TO THE HOUSE OF COMMONS.

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS,
Sole Agents.
15, *Queen's Road.*
Hongkong, 15th October, 1898. [15

DEWAR'S PERTH WHISKY.

50 GOLD AND PRIZE MEDALS.

	Per Dozen.
EXTRA SPECIAL	$14
SPECIAL	$12

HAS A WORLD-WIDE POPULARITY.

SOLE AGENTS:

H. PRICE & CO.,
WINE AND SPIRIT MERCHANTS, 12, QUEEN'S ROAD CENTRAL.
20]

TRY THE

CURRY

AT THE HONGKONG HOTEL.

W. POWELL & CO.

GENTS' FOOTBALL BOOTS.
GENTS' WALKING BOOTS AND SHOES.
GENTS' PATENT LEATHER SHOES.
GENTS DANCING PUMPS.
Hongkong, 15th October, 1898. [17

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY. LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best quantities.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT.....THOS. SKINNER.

27] DODWELL CARLILL & Co., General Agents.

ROBERTSON SANDERSON & CO., LIMITED.

LEITH.

CELEBRATED SCOTCH WHISKIES.

	Per Case.
"GLENLEITH" BRAND	$10
"SECOND TO NONE"	12
"MOUNTAIN DEW"	13
LIQUEUR WHISKY	15

All the above brands we guarantee to be pure Malt Whiskies. The differences in price are regulated by the age of the Whisky. The "Second to None" "Mountain Dew" and Liqueur Whisky are all over ten years old.

Sole agents for Hongkong and Southern Ports of China.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.
Hongkong, 19th May, 1898. [661

PEAK HOTEL.

1950 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY LOCATION, Commanding Magnificent View of the City and Harbour, the Mainland of China, and numerous Islands. Cool southerly breezes in Summer, with perfect protection against the North-East winds in winter.

Well appointed rooms, attentive service and excellent Cuisine.

J. MARCESSE, *Chef de Cuisine.* GEO J. CASANOVA, *Manager.*

CRAIGIEBURN is now open, for terms apply to MANAGER, PEAK HOTEL.

CITY OFFICE, No. 7, Duddell Street. [28

JUST ARRIVED.

EGYPTAIN CIGARETTES

FROM THE WELL KNOWN MANUFACTURERS
ANGLO EGYPTAIN CIGARETTE CO., CAIRO.

BRANDS:	In tins of:	Price per tin:
SULTANS	100	$2.00
PACHAS	100	2.50

UNEQUALLED AIR TIGHT HERMETICALLY SEALED TINS.

W. BREWER & CO.,
UNDER HONGKONG HOTEL.
Hongkong, 12th October, 1898. [1223

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.
12th October, 1898. [1224

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER
TANSAN.

FLETCHER & CO.
and
CARMICHAEL & CO.
23]

AN IMMEDIATE SUCCESS.

ORDER AND REPEAT ORDERS ARE FLOWING IN FOR
LIQUEUR
FLEUR DE CHAMPAGNE.

THE PUBLIC ARE DELIGHTED.

(THE IDEAL LIQUEUR.)

SOLE AGENTS:—
WATKINS & CO.
14]

Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [18

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } EQUAL TO }	$833,333.33.
RESERVE FUND	$318,000.00.

BOARD OF DIRECTORS.

LEE SING, Esq.	LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.	

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9 PRAYA WEST.
Hongkong, 17th December, 1886. [29

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1894. [30

Masonic.

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL on TUESDAY, the 25th instant, at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.
Hongkong, 19th October, 1898. [1256

Notice of Firm.

NOTICE.

NOTICE is hereby given, that we have to the
OSTASIATISCHE HANDELS-GESELLSCHAFT.
(East Asiatic Trading Company)
of HAMBURG all our business as carried on in HONGKONG and CHINA with the assets and liabilities thereof.

HARLING, BUSCHMANN & MENZELL.
Hongkong, 23rd September, 1898.

REFERRING to above notice we have as from the 1st of July, 1898, opened branches of our business in HONGKONG and CHINA and have appointed Mr. G. HARLING as General Manager thereof, and authorized Mr. A. BUNE to sign per procuration at HONGKONG and Mr. M. BORNKESSEL to sign per procuration at CANTON,

OSTASIATISCHE HANDELS-GESELLSCHAFT,
(East Asiatic Trading Company.)
Hongkong, 23rd September, 1898. [1135

Hotels.

METROPOLE HOTEL,
SAU KI-WAN ROAD.

AN easy and delightful drive from the City, will OPEN on SATURDAY, the 22nd October.
Finest Brands of Wines, Spirits and Beers.
BILLIARDS.
Luncheons and Dinners served on the SHORTEST NOTICE.
Telephone No. 123.

CHAS. DALTON,
Manager.
Hongkong, 14th October, 1898. [1234

I SAY! HERE'S SOMETHING GOOD.

THE OLD MAN'S ON DECK AGAIN
AT
THOMAS'S GRILL ROOMS.

WHATS' THE MATTER WITH THIS TARIFF:—

BREAKFAST	$ 0.55
TIFFIN	0.75
DINNER	1.00
3 MEALS DAILY (Monthly Rate)	40.00
1 TIFFIN "	15.00
1 DINNER "	20.00
TIFFIN & DINNER "	30.00
BREAKFAST & TIFFIN "	25.00
BREAKFAST & DINNER "	28.00

BEST OF VIANDS SERVED IN THE BEST OF STYLES.

J. E. GOODCHILD,
Manager.
37]

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

BILLIARDS.

P. BOHM,
Proprietor & Manager.
Hongkong, 3rd April, 1895. [21

To-day's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA,"

Captain G. A. Taylor, will be despatched for the above Port on MONDAY, the 24th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers, carries a Doctor and is fitted with the Electric Light.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 20th October 1898. [1261

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"KWONGSANG,"

Captain W. S. Stalker, will be despatched as above on THURSDAY, the 27th instant, at 2 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 20th October, 1898. [1262

Intimations.

DAKIN, CRUICKSHANK & COMPANY,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [30

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 3rd April, 1877 [490

A. S. WATSON & CO., LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

"SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., F.C.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is "of most excellent quality for "drinking."

☞ During the Summer Months, all ÆRATED WATERS should be kept in a cool place, preferably in an ICE CHEST or REFRIGERATOR, until required for use. The Bottles should be stored with the necks downward so that the corks are covered by the water. This will prevent an escape of gas taking place and rendering the waters more or less flat.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.
Hongkong, 5th September, 1898. [7

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 20, 1898.

NOTES AND COMMENTS.

Does the doctor of the French Legation know the Emperor KWANG HSU by sight? This is the question suggested by the telegram from our Shanghai correspondent, which we published last night, stating that the gentleman in question had been admitted to the presence of the Emperor while the whole of the Foreign Ministers were denied an audience. This question we consider to be of vital importance, for should it prove to be the case that the French doctor had never previously seen the Emperor then there can be no positive guarantee that the person to whom he was presented, as related by the Peking correspondent of the *Shanghai Mercury*, was in reality the deposed KWANG HSU. It may be that the Empress Dowager has put up a dummy to represent KWANG HSU for the occasion and that the fate of the unfortunate Emperor which has been exercising the minds of the Ministers is still a mystery.

* * *

The fact that an audience has been refused to the Ministers and granted to one of their subordinates is in itself suspicious. The Ministers, from having been received in audience on previous occasions would naturally be capable of recognising the Emperor KWANG HSU and detecting the fraud should the Empress Dowager attempt to foist a puppet upon them, while, on the other hand, it is possible that the doctor of the French Legation has never set eyes upon the Emperor and therefore the Empress and her advisers considered it safe to allow him to visit the puppet which they had set up for the occasion. Of course this is mere surmise upon our part, but we should like to have the matter settled definitely one way or the other. Another question. Why, if the Emperor be either alive or dead, should the Russian Minister have opposed the proposal of his colleagues to demand an audience? Do the Russians know the true fate of KWANG HSU, and if so, has not his deposal received their consent?

While we in the Far East are striving to seek the solution of the "Lost Emperor Puzzle" folks at home are equally as interested over the Fashoda question. Living so far from the scene of action we are inclined to treat lightly questions which do not appear on the face of them to affect our immediate interests. We have made more fuss over the battle of Cavite and the fall of Manila than the latter were both fiercly contested and were in addition fought and won by our own troops. Now, as a sequence to the occupation of Fashoda by a French force, we have a stir in French naval circles. Reuter reports that Admiral FOURNIER has been recalled and that four ironclads will be immediately equipped at Toulon and sent to Brest, and that these measures are reported to be due to the Anglo-French situation. Can it be that the great war of the future of which writers have told us so much of late is about to become a solid fact and that France, of all countries, is about to begin it?

* * *

To the the massing of forty thousand troops in and around Paris we do not attach any particular significance. Any attack upon Great Britain by one of the Continental Powers must be made by sea. It would be necessary to obtain command of the Channel before an invasion could be attempted, and, therefore, the massing of troops would take place after the naval preparations were completed and not before as in the present instance and would not be in the neighbourhood of Paris, but of some Channel port. It is the navies of presumably hostile Powers that we have to watch; the armies can be left until afterwards. Therefore, if, as Reuter hints, the situation is becoming grave, it is the French ports that we have to look to in order that there may be no sudden descent made by fast cruisers or torpedo-boats upon our coast, such as late naval writers have predicted. However, there may be nothing in these preparations after all. We are growing used to war scares—Russian once at all events—but it is refreshing to have a variation now and again, and a French scare has the recommendation of being a novelty of late years.

REUTER'S MESSAGES.

ANGLO-FRENCH RELATIONS.

LONDON, October 18th.

Admiral Fournier who was accompanying M. Lockroy (French Minister of Marine) on a naval tour has been recalled to Toulon. Four ironclads will be immediately equipped at Toulon and sent to Brest. It is reported that this measure is due to the Anglo-French situation.

THE SPANISH-AMERICAN PEACE COMMISSION.

The American Peace Commission refuses to assume any of the Cuban debt.

WEATHER REPORT.

The Observatory report to-day says:—On the 20th at 11.0 a.m.: The depression, first noted on the morning of the 11th, is approaching the coast near Amoy. Barometric changes on other parts of the coast are unimportant. Gradients slight except in the Formosa Channel. FORECAST:—Moderate or fresh N. winds; fine.

LOCAL AND GENERAL.

MR. D. GILLIES returned from Manila to-day by the *Esmeralda*.

GENERAL Jaudenes, the Spanish commander who surrendered Manila to the Americans, arrived here by the *Esmeralda* to-day.

THE s.s. *Manelaus*, Captain Towel, reports:—Encountered a heavy typhoon thirty miles south of Lammocoks, travelling north-east.

THE mortality returns for the week ending 8th October show a death rate of 15·2 per 1,000 as compared with the corresponding week last year.

THE R.M.S. *Empress of China*, which for the past few days has varied in colour from a rusty to a bright red, is now resuming her pure white garb and her usual trim appearance.

THE woman charged with an offence under the Women and Girls' Protection Ordinance was found "not guilty" at the Sessions yesterday and she was accordingly discharged.

THE Band of the K. O. L. Regiment will play the following programme at the Officers' Mess, Murray Barracks, to-morrow, commencing at 8 p.m.:—

Overture	"Mariana"	Wallace.
Selection	"Les Huguenots"	Meyerbeer.
Romance	"Rose Softly Blooming"	Spohr.
Intermezzo	"Loin du Bal"	Gillett.
Selection	"Planche"	Sullivan.
Valse	"Les Sirenes"	Waldteufel.

SOME little excitement was caused amongst the Chinese and Malays residing in the vicinity of New Harbour Dock, Singapore, early on the morning of the 8th inst. by the unlookedfor appearance of a full-grown tiger, which was seen by several people near the new Police Station at the entrance to the Dock. As the beast attacked no one, the Chinese assert that it was a "Joss" tiger.

THE latest fashion in America is for girls to carry parasols with mosquito nets suspended from the top, which fall in soft waves to the waist, where they are securely fastened. This may be very convenient to ward off the attacks of insects, but we can imagine nothing more annoying and exasperating to a patriotic girl than to have one of these parasols up when Lieutenant Hobson or Commodore Schley is passing by.

THE following Station Order relating to exchange has been received from the U. S. fleet at Manila:—

ASIATIC STATION.

Squadron Circular, No. 4. } U.S. Flagship *Olympia*, Cavite, P. I., Oct. 7, 1898.

By authority of the Honorable the Secretary of the Navy, the following value is announced for the quarter ending December 31, 1898:—

Mexican Dollar.....$0.474.

GEORGE DEWEY,
Rear Admiral, U. S. Navy
Commanding U.S. Naval Force on Asiatic

ONE of the largest firms of electrical engineers at home has been applying for an electrical concession in the Sultan's domains. Everything had been satisfactorily arranged, and the necessary formalities complied with, when only the Sultan's signature was required. Abdul Hamid read the document through, when suddenly his eye lighted upon the word "dynamo." This was quite enough. He immediately tore the document up; for, though not properly acquainted with electrical machinery, he has learned that "dynamite" carries with it certain terrors, and the concession is not granted.—*Indian Engineering.*

THE *Malay Mail* reports that a day or two ago some Sikhs went out to shoot pig near Klang. One took up his position at a spot where it was considered likely that the pigs would run, while the others and the dogs went into the jungle to drive them. Very soon, the waiting Sikh saw a pig break out of the cover, closely followed by a dog, which in its turn was closely followed by a tiger. The man blazed away at the tiger and hit it badly. With a terrifying roar it retreated, and the Sikhs were too frightened to follow it up. Next day, however, a party went out to search for the wounded beast and found it just where it had disappeared when shot, and promptly despatched it.

AT the Sanitary Board meeting this afternoon an application from A. Watson, Assistant Inspector of Markets, for rent allowance in lieu of quarters, was considered. In his application, the inspector said that even after the improvements made by the P. W. D. his quarters in the Central Market were still unsuitable and unhealthy. The Veterinary Surgeon in forwarding the application to the Board stated that the Inspector had good cause for complaint. The Director of Public Works was strongly opposed to granting the application and in his opinion the quarters were very good. Though it was unfortunate that they did not agree with the Inspector's health and the health of his family, that was not sufficient reason for abandoning them. He hoped that the members of the Board would try and inspect them.

THE idea that the new law placing Japanese on an equal footing with Europeans in the Dutch Colonies will indirectly operate to free other Europeans from service in the Schutterij seems to be wrong. It was supposed that a clause in the Dutch-Japanese treaty, stipulating that no Japanese subject shall be called upon for military service, would let the other Europeans out of the Schutterij, by the operation of the most favoured-nation clause in their treaties with Holland, but the clause in the Dutch-Japanese treaty is to operate only *so far as the laws permit*. There is a law which says all Europeans between 16 and 45 must serve in the Schutterij, and consequently the Japanese will have to serve in a force, which, as Asiatics, they would be free of, and the most favoured-nation clause will not come into question at all. A disappointment for some people.

THE inhabitants of the Falkland Islands are to be envied. A colonial report for 1897 says that there is no public debt, and no export duties. The only import charges levied are upon liquor and tobacco; and for months together the common gaol, which can only accommodate eleven prisoners at most, is untenanted. Indeed, the "slump" in crime was so marked in these blissful islands when the report was being compiled that the local gaoler was filling up his time in the Government printing office.

TELEGRAMS from Naples (Sept. 15th) stated that a stream of lava from Vesuvius destroyed a part of the roadway leading from the observatory to the lower station of the funicular railway. A mass of molten rock is flowing down the mountain side in three streams. One continues to burn the chestnut woods, and has nearly reached the observatory. The central flow reached a point close to the Carabineer barracks; while the third, after passing close to Messrs. Cook and Son's building, reached the northern edge of the Canteroni ridge, whence it may also threaten the observatory.

THE *Nieuwsblad* has it from a quarter which it may not name, but the trustworthiness of which is certain, that the campaign in Pedir is crowned with the most enormous success, so that in a not distant future a full and lasting pacification of this region may be expected. It will return to the subject in extenso when it may. The *Nieuwsblad* has it from the same quarter that the Indian Government should receive all the credit of getting a tramway laid in Pedir, as it put such reasons before the Colonial Minister that the proposition was at once adopted. One wonders why the Dutch Government does not act all along so vigorously as it has in Pedir, and end the trouble once for all.

THE 71st New York Volunteers were the first regiment to reach New York on their return from Cuba; and they had a warm welcome. The corps left 1,200 strong, but only about 500 were in the ranks on their return. It was an afternoon, says a New York correspondent, never to be forgotten. Every man, woman, and child in the crowd carried an American flag. They waited for hours in the hot sun. Women grew hysterical all along the line of march, constantly breaking through the police lines to attempt to embrace the troops. The soldiers marched with perfect precision, looking neither to the right nor to the left. The men in the ranks looked hard and firm, and were burnt like negroes, as they stepped out in heavy marching order, to the music of two of the best bands in the country. It is an oracle of joy, but one of sadness, too. The men are emaciated to a degree. There is a "set far-away" look in almost every soldier's eye that tells of the deadly climatic effect of the Cuban campaign.

IT is one of the proud boasts of Lord Charles Beresford that he can ride or drive anything. One day he may be seen toiling a four-in-hand, the next scurrying across country on a hunter, or riding a bicycle. Perhaps the most curious ride Lord Charles ever had, however, was on a water-cart, and thereby hangs a tale. He had wagered that he would drive down Rotten Row in broad daylight, and as our readers know, vehicles are forbidden in the Row. At the appointed time the other party to the wager, with a few friends, took up a position to see if Lord Charles would attempt the feat. While they waited a water-cart came along, and some of the party were liberally sprinkled with none too clean water. The victims protested in forcible terms, when, to their unbounded astonishment, the oilskins of the driver were pushed back, revealing the merry features of the popular sailor. "Hand over that hundred, old fellow!" he remarked, calmly. Lord Charles had squared the driver of the water-cart, and had won his wager.

THE PREVENTION OF HYDROPHOBIA IN HONGKONG.

The following is the report of the medical officer of Health (Dr. F. W. Clark) concerning the prevention of hydrophobia in Hongkong which was laid on the table at the Sanitary Board meeting to-day.

Sanitary Board office,
Hongkong, 14th October, 1898.

SIR,—I have the honour to direct the attention of the Sanitary Board to the question of Hydrophobia (Rabies) as I venture to think that the matter is one that intimately concerns the preservation of the public health and therefore falls within the province of the Board.

The series of deaths which have recently occurred at Shanghai from this cause has naturally directed the attention of the public to this question and I am of opinion that the Government of this Colony should without delay take such steps to restrict the importation of dogs, as will suffice to protect the community from this disease.

The stringent regulations which are enforced in Singapore and which have been more lately introduced in England, would, if so adopted here, afford ample protection and I beg to recommend that the Board should urge upon the Government the speedy enactment of similar restrictions in this Colony.

It is now happily some four years since a death occurred here from Hydrophobia, there having been one—a European—in 1894, and three—one European and two Chinese—in 1895, but it should not be necessary to wait until the disease is re-introduced into this Colony before action is taken, and the near proximity of the port of Shanghai with the constant communication between that port and our own, affords ample grounds for taking immediate action in the matter.

The following minutes were appended:—

Mr. E. Osborne—If the proposed regulations are to be strictly enforced against all alike—including Chinese monks—the suggestion is an excellent one.

The Director of Public Works—I agree with the proposal of M.O.H.

The Registrar General—I agree. It is most important that the Colony should be protected from the introduction of hydrophobia.

The Captain Superintendent of Police—I should like to see a copy of the regulations referred to, or a draft of any proposed regulations for Hongkong, before I give my opinion. The regulations at home are too stringent for here.

THE "IMMORTALITE" CENTENARY.

To-day was the hundredth anniversary of the entrance of the *Immortalité* into the British Navy, or rather of her first predecessor of that name, for we do not mean to say that the smart fighting machine commanded by Captain Sir Edward Chichester has completed her hundredth year. As her name indicates, the original *Immortalité* was captured from the French, being taken by the *Flisgard*, also a captured French ship, on the 20th October, 1798. The present *Immortalité* is the fifth of that name in the British navy and was launched at Chatham on 7th June, 1887. She joined the Channel squadron in July, 1890 and served there until May, 1894, being then passed into the Chatham reserve. In 1895 she was sent to this station where she has remained until the present.

This morning the ship was decked out with evergreens and wreaths at the mast-heads, while bunches of evergreen were placed on the yard arms, the davits and the jack staffs, giving the ship the appearance of having been dressed for Christmas. Captain Sir Edward Chichester and the officers were at home this morning, and we understand that many friends went on board to drink the health of the ship.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

The twenty-fifth ordinary meeting of shareholders was held at the Society's Offices at noon to-day. Mr. C. S. Sharp presided and there were also present:—Messrs. N. A. Siebs, H. L. Dalrymple, E. S. Whealler (Directors), W. J. Saunders (Acting Secretary), A. McConachie, J. H. Cox, J. J. Peter, E. L. Hunter, B. Byramjee, C. H. Thompson, E. C. Lane, C. T. Rogge, R. C. Wilcox, A. V. Apcar, Alvarez and Carvalho.

The Secretary read the notice convening the meeting.

The Chairman said—Gentlemen, the report was published on the 27th September and I propose with your permission to follow the usual course and take it as read. The accounts explain themselves and although the result of the year 1897 is not a particularly good one in comparison with previous years the Directors think that the Shareholders are to be congratulated on its not being worse. The premium shews an increase of $260,000 as compared with 1896, but on the other hand the losses shew an increase of $253,000 The percentage of profit has not been so large and the Directors are unable to recommend a further bonus to contributors beyond the 20 percent. already paid. The interest account for the year amounts to $168,000, which is almost sufficient to pay the dividend of $17 per Shares recommended in the report. Shareholders must not think, however, that they are getting nothing out of the underwriting account. A very considerable portion of the interest is earned on the premium in hand on the current year's working. The working account balances shewn in the present report amount to no less than $1,290,000 nearly all of which is bearing interest. I hope you will also approve of the addition of $10 000 to the Reserve Fund as it is only by additions to Reserve Fund that the gradual increase in the annual dividend can be kept up permanently and the Society's resources strengthened. I believe it is generally admitted that the year 1897 has been a bad year for Marine Underwriters all over the world. Rates of premium have been lower than ever and the losses of really first class steamers have been more numerous than usual, more especially perhaps in the Eastern trades. The Society has been fortunate in being able to increase its premium income notwithstanding the low rates and also to not being more largely interested in the losses. The figures for 1898 are so far very favourable, but it is impossible to forecast the final result at such an early stage. There is one item in the working account on which I would like to say a few words, namely, 'Head Office Charges.' These shew an increase of $29,000 in the final account for 1897 an increase of $15,000 in the first 6 months of 1898. This increase is accounted for by the payment of a bonus of £4,000 to Mr. N. J. Ede our late Secretary on his retirement, £2,500 having been charged to 1897 account and $1,500 to 1898 account Mr. Ede was Secretary in 1874 when the Society was reconstructed on a permanent basis and has held the post continuously from that time until his retirement 1st May. During this time from a small Company with a paid-up capital of $250,000 and no Reserve Fund the Society has risen to its present position. The capital has been doubled, a Reserve Fund of $1,300,000 accumulated and the annual dividend has reached a figure which comes to 34 per cent on the present capital or 68 per cent. on the original capital. The Directors trust the Shareholders will agree with them in thinking that Mr. Ede could not be allowed to retire without some substantial recognition of his services and that the Shareholders will approve of their fixing the amount at £4 000. There are no other features in the account that require any particular comment. The Exchange Fluctuation Account shews a satisfactory increase and the Investment Fluctuation Account a decrease which is accounted for chiefly by a slight fall in the market value of the best Sterling securities, since the date of our last balance sheet. On the other side of the account the Society's holding in rupee paper has been reduced during the year by Rs. 350,000 and the amount has been invested in Sterling. I shall be glad to answer any questions you may wish to ask before I propose the adoption of the report.

No questions were asked, and the Chairman proposed the adoption of the report and accounts.

Mr. McConachie said—The period covered by the accounts now before us was characterized by more than ordinary losses on first class risks It is therefore most satisfactory that you are able to lay before us once more such an excellent report. You pay us the handsome dividend of $17 share, which I think should satisfy the most exacting You return a bonus of 20 per cent, to contributors and you add $40 000 to the reserve, on such results as these, especially during such a difficult period, I think the Board, the Secretary, our London Agents and Agents generally deserve our congratulations. I am glad to learn and see by the accounts, that our late able secretary, Mr. Ede, was not allowed to retire, without his splendid management of the society for such a long period, being substantially recognized, and that you voted him a bonus of £400 which I feel sure every shareholder will approve of. That the society's premium income, notwithstanding low rates, continues to increase and that the figures for 1898 so far are very favourable, speaks well for the careful and able management of our acting Secretary, Mr. Saunders and so long as the Society has such men as Douglas Jones and W. J. Saunders to fall back upon, shareholders may well feel comfortable as to the future of this flourishing society. I may add that I have seen a detailed list of our sterling Investments, and I am glad to say they are all, without exception, gilt-edged, with these remarks, I beg to second the adoption of the Report and passing of the accounts.

Carried.

Mr. Thompson proposed the re-election of Messrs. Dalrymple and Siebs to the Board of Directors.

Mr. Hunter seconded.

Carried.

Mr. Byramjee proposed the re-election of Messrs. J. H. Cox and W. H. Potts as auditors.

Mr. Alvarez seconded.

Carried.

Mr. Saunders said—Before concluding the meeting, I have some remarks to make regarding the speech of Mr. McConachie. I have had nothing to do with the prosperity of 1897.

Mr. McConachie—My remarks appertain to 1898.

Mr. Saunders—The secretariat business of the society is chiefly to keep the machinery oiled. We leave the agents at the branches to make the profits, which they do.

The Chairman—That concludes the business of the meeting. Dividend warrants will be given to-morrow. Thank you for your attendance.

THE S.S. "LIBELLE" UNDER SURVEILLANCE.

The S.S. *Libelle*, which left Singapore on July 24th, arrived back in Singapore on the 9th instant after a long, and in respect of one port, a troublesome journey. On arriving at Sandkan, one of the Chinese traders was fined $200 for having four pots of opium, not on the manifest. Other trouble also arose in connection with six toy revolvers belonging to the crew, which were alleged to be a breach of the neutrality laws. The real source of the trouble, however is alleged to be a refusal on the part of Captain Grant to carry dynamite and rifles to the Sultan of Sulu Sandakan was finally left, but on arrival at Sulu news had already reached there that the *Libelle* was expected to bring arms and ammunition, and two Spanish gunboats were waiting. However, as the report was not true, the only mischief done was a little delay, and the accompanying of the ship to Sambongan and Illigan by the gunboats, both of these places being in Mindanao. The vessel showed that there was nothing contraband in her, and she went on to Iloilo, the remainder of the voyage being without occurence of moment. —*S. F. Press.*

THE RUSSIAN OCTOPUS.

The closer the Czar's proposal for disarmament are examined the greater is the wonder that he could have reconciled it to his position as a practical ruler and the head of a great State to make such impracticable suggestions. We need not dwell on the lust of conquest and empire which has seized upon the nations of the earth and which is irreconcilable with disarmament and peace; it is sufficient to draw attention to the fact that Russia must remain under arms to hold her enormous empire in Asia. Disarmament would mean the loss of this empire. The strangest part of the business is that at the very moment the Czar's Circular was issued Russia was making, and is still making, vigorous attempts to add to her empire in Asia by the absorption of North China, a policy which calls not for the decrease but the increase of her armaments. If the world was not aware that the Czar himself is perfectly sincere in his desire for universal peace and that he is more of the idealist and dreamer than the practical politician, the general impression would have been that he was laughing at the world and that he had composed the terms of his wonderful Circular with his tongue in his cheek But there was a still greater reason than that which we have mentioned why the Czar's intentions might very easily have been misconstructed. About the time that the Circular was issued a personal friend of the Czar, who accompanied him in his tour to the Far East and who is now President of the Russo-Chinese Bank, Prince Uchtomsky, made an open avowal of Russian policy with regard to Great Britain. The objects of this policy, according to the Prince, are, first, to absorb China under the ægis of the present dynasty; secondly, to exclude British industry; and thirdly, to form an alliance for the purpose of crushing Great Britain. Of course, the Czar is not responsible for the utterances of Prince Uchtomsky, but when we consider how many recent acts are in accord with the policy disclosed, we can only marvel that the ruler of Russia should in all apparent sincerity express views so diametrically opposed to the acts of his own Government. We cannot bring ourselves to think that Nicholas II, is a deep, designing schemer, but the only other explanation is that he is abnormally simple-minded and trusting, too simple and trusting to be at the head of Russia and of a government conducted by the most wily and unscrupulous Ministers and diplomatists in the world. When Count Muravieff signed his name at the bottom of the Circular, "by order of the Emperor," his grin must have been perfectly Mephistophelian. Prince Uchtomsky's disclosure of Russian policy should occupy the most serious attention of the British Government. We may have no reason just yet to fear being crushed by Russia, but it is evident that Power is scoring against us in China and is steadily carrying out the policy disclosed. Manchuria has been practically absorbed and the Russian octopus is stretching its tentacles over other parts of China and unless something is done to prevent it the whole Chinese Empire will eventually be absorbed. The statement that Russia's object is to absorb China under the ægis of the present dynasty, that is, the Manchu rule, fits in exactly with the recent revelation that there is a secret agreement between Russia and the Empress Dowager's party to maintain the Manchu rule. Russia pretends to be the supporter and guardian of the Manchu rulers while really she intends to make use of them for the purpose of absorbing China. The game she is playing is a very deep one and we believe our own Ministers scarcely realise its significance. What the Russian Government is aiming at is to succeed the Manchu dynasty either as the selected heir of a Manchu ruler, by selection by its paid creatures of the Tsung-li-Yamen, by force or stratagem, as circumstances and the time demand. The only hope China has is in the success of the present rebellion against Manchu rule and the establishment of a strong, honest, and enlightened Government at Pekin.—*Rangoon Times.*

A SOUDANESE FUNERAL MARCH.

The fact that the Soudanese band played at the Gordon memorial service at Khartoum, reminds me, says the London correspondent of *the Leeds Mercury*, of a story which I heard last year from an officer returned from Egypt. When the Soudanese battalions were formed the British officer tried hard to establish regimental bands after our own model, but for a long time their efforts met with very little success. Each instrumentalist, though himself, like most blacks, fond of music, would be independent of the rest, and effect of a band performance on the European ear was the reverse of pleasant. However, the British officers stuck to their plan with the pertinacity of our race, and slowly there was an improvement. The blacks seemed struck with the superior performances of the Englishmen, and tried hard to do better. By way of encouragement, some British bandmasters gave them a hand, and the Soudanese listened intently to the performances of the white man. There was a death in their own ranks soon after, and the blacks determined to imitate their comrades. So the body was wrapped in an Egyptian flag, put on a gun-carriage, and the regiment commenced to march very slowly, and the band struck up. The tune they played was, "Up I came with my little tot."

HONGKONG FOOTBALL CLUB'S SIX-A-SIDE COMPETITION.

In this competition yesterday Looker's team met Lethbridge's and suffered defeat by 3 goals to one. Neither side showed particular merit and nearly every player was out of condition. There was a great deal of off side play by both teams. Danby (Lethbridge's) and Brooks Smith (Looker's) were the most serviceable men on their respective sides.

The following table shows the positions of the teams up to and including yesterday.

	MATCHES.				GOALS.		
Teams.	Played	Won.	Drawn.	Lost.	For.	Agst.	Points.
Moberly's	2	2	0	0	4	0	4
Lethbridge's	2	1	0	1	4	3	2
Noble's	1	1	0	0	2	1	2
Mackay's	1	0	0	1	0	1	0
Looker's	1	0	0	1	1	3	0
Davies'	1	0	0	1	0	3	0

Note.—2 points are awarded for each match won and 1 point for each match drawn.

NAVAL NOTES.

The Navy League propose to enlist the assistance of the masters of Board and Voluntary schools in order to establish classes of boys who intended to serve the country in either the Army or Navy, and from these classes would have been selected lads for twelve months' training in ships specially provided for teaching rudimentary education in seamanship before going to sea in either sailing ships or steamers. It is thought by competent authorities that this method of selection will provide the right class of lad that will train into the petty or warrant officer and able seaman. The days of the sailing vessel are passed and we have to face the fact that seamen will have to be trained in mechanically-propelled vessels, in which ships no facilities are afforded for learning the elementary portion of a seaman's duty—hence the need of training ships. The Board of Trade does not propose, so far as is known, either to establish these training ships or to exercise any care in the selection of the lads to be accepted for a sea life, and hence the weak spot in the Government proposals. Even although Mr Ritchie has made no specific proposal in this direction we have reason to know that his attitude in this matter is most sympathetic, and it may well be that time spent in giving this great subject proper consideration is profitably spent. Ultimately there can be no doubt that our proposals, or others similar, will in the main be adopted, with the result that we shall have a trained reserve of seamen who will be as unequalled in the future as they have been in the past.

BUILDING PROGRAMMES

In the *Engineering Magazine* for August is a full analysis of the building programmes of the great Powers for 1897 and 1893. The writer's conclusions are as follows: "England is superior to France and Russia in battleships of the largest size, inferior in small modern battleships, much inferior in middle-aged battleships, inferior in the best class of armed cruisers, greatly superior in protected cruisers, and much inferior in the number of her torpedo craft. At all these points, however, there are compensating features which it would be unjust to overlook. Her large battleships are generally uniform in type. There is little difference in size, design, armament and protection between the first thirty ships in her total of class A. A similar uniformity does not exist in the French or Russian ships, though unquestionably Russia is seeking to obtain it. The numerical predominance of France and Russia depends upon Classes B1 and B2 (second class, large and small), and the ships of B1 are generally indifferent sea-boats, heavy tellers, and not to be compared in speed or endurance with the *Majestic* or *Royal Sovereign*."

It is the navies and not the armies of the great Powers which are now receiving especial attention, and for these navies there is scarcely any use except against Britain. In the ten years 1878-887 forty-nine battleships were launched for the seven chief naval Powers. In the ten years 1888-1897 seventy-nine battleships were launched. These seven Powers had between them only seven battleships on the stocks at the end of 1887. They had twenty-seven battleships on the stocks at the end of 1897. The programmes for 1898 alone of the seven Powers include twenty-one battleships, to say nothing of large armoured and protected cruisers. So fierce is growing the pace in this race of armaments.

THE TERRIBLE.

The *Terrible* has done a sixty hours' trial at 25,500 horse power and 19.6 knots with equal success, burning only 1.96 lb. of coal per hour; and best of all, the *Powerful* has shown her efficiency by steaming for twenty-four hours at 20 1/2 knots.

A COALING RECORD AT MILFORD.

At Milford Haven the *Majestic*, flagship of the Channel Squadron, has established a world's record for coaling. Loaded from steam colliers alongside, the *Majestic* took on board an average of 162 tons per hour. Starting at 4 a.m., her crew had 1,268 tons safely stowed in the bunkers by 8 o'clock, and had rested for nearly an hour during operations. The *Magnificent*, flagship of Admiral Brackenbury, second in command, came next with 156 tons per hour. Previously the *Magnificent* has always held the record. The *Channel Squadron* took on board the largest quantity of coal that has ever been received by a fleet at anchor. Each battle ship took over 1000 tons, and the coal was got on board with a smartness and celerity which is doubtful whether any other Navy could approach within a long distance.

THE RUSSIAN NAVY.

Four torpedo-boats are to be used in connection with the transfer of troops across the Neva during the forthcoming army manœuvres. The new battleship *Rostislav* has been commissioned for service with the Black Sea fleet. She is the first ironclad fitted for the consumption of liquid fuel. The new battleship *Sebastopol* will shortly proceed to Kronstadt to receive her armour and guns. She will be ready for her trials next spring, as will also the battleship *Peresvet* and five new torpedo-boat destroyers.

AN UNLUCKY DAY.

A truly wonderful story of a man's unlucky day appears in the *Lancet*. At the age of ten years, he fractured his right index finger. It happened on August 26th. When 13 years old he fractured his left leg below the knee, through falling from horseback, also on August 26th. When 14 years of age he fractured both bones of the left forearm by stumbling, his arm striking the edge of a brick (August 26th). In another year, on August 26th, when 15 years of age, he had compound fracture of the left leg above the ankle by his foot being caught under an iron rod and his body falling forwards. Next year, still August 26th, he had compound fracture of both legs, the right being so severely crushed that it had to be amputated at the lower third of the thigh. A runaway with a trolley of coal caught him in a narrow passage, in a mine, crushing both legs severely. After this he did not work in August 26th for 28 years; but in 1890 he forgot his fateful day and went to work, with the result that he sustained a compound fracture of the left leg.

THE MERCHANT SERVICE.

Copy of Outline of Scheme for Encouraging the Employing of British Seamen in the Mercantile Marine, and at the same time Increasing the Royal Naval Reserve, submitted by the Navy League to Sir Courtenay Boyle, K.C.B., Secretary to the Board of Trade, May 24th, 1898.

I.—SELECTION OF LADS.

Lads of good character and physique, and onwards of fourteen years of age, to be selected from Elementary Schools for training in Depôt Training Ships for one year.

Note :—

(*a*) Method of Selection.—It is suggested that large numbers of suitable candidates would be forthcoming on the principles of the Scheme being communicated to the Headmasters or Local Governing Authorities of the Schools, and upon their co-operation being invited.

(*b*) Depôt Ships.—It is conceived that Depôt Ships in suitable positions would be essential for the success of the Scheme.

(*c*) Clothing and Maintenance in Depôt Ship.—These would have to be provided at the expense of the Scheme.

II.—OBLIGATIONS AND PRIVILEGES OF LADS ACCEPTING SERVICE UNDER THE SCHEME.

Lads enrolling themselves under this Scheme to be maintained and taught, free of expense, the rudimentary parts of seamanship education (such as compass, lead, stowage of cargo, knotting and splicing, cleanliness, boating, rowing and swimming) during their year in the Depôt Ships, and in return, they must engage themselves on enrolment to serve three years in a selected merchant vessel or sea-going training ship, and they must also enlist in the Royal Naval Reserve.

Note :—

(*a*) Terms of Service.—If the lads are not indentured, a certificate of qualification as able seaman at the expiration of their term of engagement might answer the same purpose. Terms on which such certificates would be granted would have to be arranged.

(*b*) Pay.—It is suggested that pay might be given at the rate of—first year, 10s. per month; second year 20s. per month; third year 25s. per month.

(*c*) Naval Reserve.—On the expiration of their service in either selected merchant vessel, or sea-going training ship, the lad would complete his required drills and sea-going service (six or twelve months as required on a war vessel afloat, on completion of which he would receive a bonus of £10 and be discharged into the "Seaman" class of the Royal Naval Reserve, receiving pay and retainers as due, and qualifying for pension. Firemen may also qualify under this Scheme.

III.—SELECTION OF MERCHANT VESSELS FOR TRAINING LADS IN CONNECTION WITH THE SCHEME.

It would be the business of a special committee to place themselves in communication with the owners of (*a*) Sailing vessels, (*b*) Steam vessels, who would be willing to accept lads as apprentices or otherwise, under the foregoing regulations.

IV.—INDUCEMENT TO SHIPOWNERS TO FALL IN WITH THE ABOVE OUTLINES OF SCHEME.

Note :—

(*a*.) The payment of £10 annually (£10 in all) for three years for each lad received and taught the business of, and qualified as, an able seaman.

(*b*.) The remission of half the payment for light dues on any ship carrying an apprentice or boy under the foregoing scheme for every 500 tons of net registered tonnage. Or, the total remission of light dues if two lads for each 500 tons net register are carried; power to limit the number carried to be in the hands of the Board of Trade, having reference to existing manning regulations.

V.—SPECIAL SEA-GOING TRAINING SHIPS.

It should be found practicable to establish sea-going training ships which might be made partially or wholly self-supporting, by the carriage of cargo such as Government stores, or otherwise. These vessels might be either sailing craft or rigged ten-knot steamers.

Note :—

It would be most satisfactory if the certificate mentioned in Note (*a*) Section IV could be issued after training in Government ships allocated to the purpose.—*Navy League Journal.*

NOTANDA.

CALENDAR.

OCTOBER.

Meteorological means based on ten years' observations to 1895.

Barometer	29.818
Thermometer	80.1
Humidity	77
Rainfall	8.58

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.87	29.80
Thermometer	83	82
Humidity	54	61
Rainfall		

TO-DAY.

Thursday, 20th October, 1898

Chinese—*6th of 9th moon of 24th year of Kwong-su*

Moon—*In Perigee...9hr. a.m.*

High water—*Afternoon* *1hr. 30min and 11hr. 57min.*

Low water—*Morning* *6hr. 28min.*
Afternoon *4hr. 38min.*

ANNIVERSARIES.

1827—Battle of Navarino.

1842—Death of Grace Darling.

1882—Terrific typhoon at Manila; enormous damage to property.

1896—Li Hung-chang arrived in Peking. Death of Major G. K. Moore at Hongkong.

TO-MORROW.

Friday, 21st October, 1898.

Chinese—*7th of 9th moon of 24th year of Kwong-su.*

High water—*Morning* *none.*
Afternoon *6hr. 10min.*

Low water—*Morning* *7hr. 40min.*
Afternoon *4hr. 57min.*

ANNIVERSARIES.

1805—Battle of Trafalgar.

1861—Evacuation of Canton by the British forces.

1877—The Shanghai and Woosung railway closed by the Chinese Government.

1897—The British Government informed the United States that they would not open the Indian Mint.

SHIPPING AND MAIL NEWS.

ARRIVAL DUE.

French (*Oceanien*) 25th inst.
American (*City of Peking*) 29th inst.
American (*Gaelic*) 8th prox.

* * *

THE P. & O. steamer *Ceylon* left Singapore for this port at 8 a.m. to-day, the 20th inst.

* * *

THE P. & O. S. N. Co.'s steamer *Bombay* left Bombay for this port yesterday morning, the 19th inst.

* * *

THE Canadian Pacific Railway Co.'s steamer *Empress of Japan* from Hongkong, on the 28th ultimo, arrived at Vancouver at 8 a.m, yesterday, the 19th inst.

* * *

THE Nippon Yusen Kaisha's steamer *Kagoshima Maru* (Bombay Line) left Singapore for this port at noon of the 18th, and is expected to arrive here on the 24th inst.

* * *

THE Nippon Yusen Kaisha's steamer *Kanagawa Maru* (Europe Line) left Kobe *via* Moji for this port yesterday evening, the 19th, and is expected to arrive here on the 26th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isidoro Pons	at	Kowloon	Dock.
Ningchow	"	"	"
Pronto	"	"	"
Formosa	"	"	"
Hongkong	"	"	"
Windsor Castle	"	"	"
Agnes	"	"	"
Monmouthshire	"	"	"
Sabine Richmers	"	"	"
Nanyang	"	"	"
Prosper	"	"	"
Coptic	"	Cosmopolitan	"
St Paul	"	Aberdeen	"
Tatsang	"	"	"

PASSED THE CANAL.

OUTWARD—*Marlonethshire* Sept. 27th; *Ceylon Marquis Ruequeheam Eidsvold* 30th; *Benlawers Orestes Glanturret* Oct. 4th; *Volute* 7th; *Energie, Melbourne Kalsow* 11th; *Shanghai, Koningsberg* 14th; *Glenavon, Indus* 18th.

HOMEWARD—*Sarnia, Indus* Oct. 18th.

THE great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, Aust.:—"Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years, it affords me great pleasure to testify that the above medicine has given me great relief, and cheerfully recommend it to all sufferers in a similar way to myself. In addition I would say that it is very pleasant to take." Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—[*Adv.*

TO LET FURNISHED.

BICTON, PLANTATION ROAD GAP: MOUNT GOUGH at present occupied by Mr. H. F. MEYRINK with possession on 1st of November.

For futher Particulars, apply to

WM. MEYRINK & Co.

Hongkong, 12th October, 1898. [1225

TO LET.

"BELVEDERE"—5 Roomed Bungalow, Plantation Road—to be let, Furnished for 6 months from 17th September.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road [now in course of erection.]

PROPERTY now occupied by the Bowrington Saw Mills.

FLOORS in STAUNTON and ELGIN STREETS.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co. Ltd.

Hongkong, 9th September, 1898. [72

Intimations.

PAINLESS DENTISTRY.

DR. STEPHENS, DENTIST, of Singapore, (25 years experience) will shortly visit Hongkong for 1 month only. FEES:—STOPPING or EXTRACTING TEETH $3. LAUGHING GAS $5. ARTIFICIAL TEETH $5.

For appointments address

c/o *Hongkong Telegraph* Office.

Hongkong, 1st October, 1898. [1183

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

Nos. 54 & 56, Queen's Road Central. [40

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1896. [24

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL, HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT

REASONABLE PRICES.

Hongkong 14th May 1896. [99

Intimations.

The List will CLOSE at NOON on SATURDAY, the 22nd October, 1898.

THE SHANGHAI FIRE INSURANCE COMPANY, LIMITED.

To be Incorporated under the Companies' Act, Hongkong, whereby the liability of each Shareholder is limited to the amount of his Shares.

CAPITAL: Tls. 1,000,000

In 50,000 fully paid up Shares of Tls. 20 each, of which the first issue of 25,000 Shares are now offered for subscription.

PAYABLE AS FOLLOWS.

Taels 5.00 on application.
" 5.00 on allotment.
" 5.00 on 1st March, 1899.
" 5.00 on 1st June, 1899.

Taels 20.00

DIRECTORS:

B. A. CLARKE, Esq., of Messrs. HOPKINS, DUNN & Co.
JAMES S. FEARON, Esq., of Messrs. FEARON, DANIEL & Co.
S. A. HARDOON, Esq., of Messrs. E. D. SASSOON & Co.
CHUN FAI-TING, Esq., Manager CHINA MERCHANTS' S. N. Co.
W. CHING-CHONG, Esq., of Messrs. CHING CHONG & Co.
CHU PAO-SAN, Esq., of Messrs. SHING YUE & Co.

BANKERS.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

SOLICITORS:

Messrs. JOHNSON, STOKES & MASTER.

SECRETARY:

C. D. KERR, Esq.

TEMPORARY OFFICES:

22, KIANGSE ROAD, SHANGHAI.

PROSPECTUS.

1. The enormous volume of Fire Insurance business now transacted in Shanghai is, of itself, sufficient reason for the formation of a new Local Company.

2. The opening up of China to Railways, the establishment of numerous industrial enterprises, and the ever increasing native and foreign trade, must be followed by a corresponding increase in the demand for insurance against Fire.

3. The probable extension of the Foreign Settlements in Shanghai, the opening of Woosung, and other new Treaty Ports, as also the increase of territory ceded to Foreign Nations, should be followed by a large addition to properties requiring insurance.

4. Two very successful Offices, domiciled in Hongkong, have for many years justly commanded a large share of the Fire Insurance business in China, but they are unable to satisfy the demand, and consequently a large number of Fire risks are placed with European and Australian Companies. The shares of the "Hongkong Fire Insurance Company, Limited," with $50 paid up, are now quoted at $330, and those of the "China Fire Insurance Company, Limited," with $10 paid up, are quoted at $95. The success of these two old Companies forms the best encouragement to Investors who are willing to take shares in the new one.

5. The Chinese now thoroughly recognize the necessity of Fire Insurance, and as they are amongst the largest owners of properties and merchandize at Shanghai and at most of the Treaty Ports, the "Shanghai Fire Insurance Co., Ltd." will, it is expected, receive a large measure of support from them. This expectation is indeed assured by the co-operation of the three Chinese gentlemen who join the Board.

6. It is proposed to act in concert with the other Fire Companies as regards rates, so long as the Directors are assured of the general adherence to Tariffs. It may be advanced by some insurers, that the present rates are somewhat high, but the experience of many years has taught all Fire Offices, that a proper and adequate charge must be made, if a Company is to be permanently prosperous, and if shareholders are to receive regular and substantial dividends.

7. It is further proposed that the subdivision of profits shall be, as far as possible, on the lines followed by the existing Local Companies, viz., that after payment of such dividends as may be recommended by the Board of Directors, the residue shall be appropriated towards the creation of a Reserve Fund, and to a return to contributing shareholders.

8. No promotion money has been, or will be, paid.

9. Where no allotment is made, the deposit will be returned in full in exchange for Bankers' receipt but when any shares less than the number applied for are allotted, the balance of the deposit will be credited to the sum to be paid on allotment.

10. The Shareholders' liability is strictly limited.

11. Prospectuses and Forms of Application for shares can be obtained at the Company's temporary Offices, 22, Kiangse Road, Shanghai or from the Bankers of the Company at Shanghai Hongkong, and the Treaty Ports of China and Japan.

Shanghai, 1st October, 1898. [1249

IMPERIAL BANK OF CHINA.

NOTICE.

THE HONGKONG BRANCH of the above BANK has This Day been OPENED at its Temporary Offices, No. 4, Queens Road Central (1st floor).

By Order of the Directors,

E. W. RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [1238

THE GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

IN Accordance with this Company's Articles of Association, INTEREST at the rate of 8 per Cent. per Annum is being charged on all unpaid CALLS.

LÜTGENS, EINSTMANN & CO.,
General Agents.

Hongkong, 3rd October, 1898. [1189

WANTED.

TO rent a FURNISHED ROOM, for single gentleman. Terms moderate from 1st September.

Apply by letter to

M.S.,
c/o *Hongkong Telegraph* Office.

Hongkong, 30th August, 1898. [1042

WANTED.

WANTED Indoor MANAGER for Hongkong and ASSISTANTS for Shanghai and Singapore Houses.

W. ROBINSON & Co.

Hongkong, 14th October, 1898. [1198

WANTED.

WE pay highest cash prices per hundred as per thousand for current or obsolete issues of POSTAGE STAMPS of China, British Colonies, &c., either used or unused. Rare old stamps especially desired and for which best prices will be paid. Remittances always first mail after receipt of consignments. KOLONA STAMP CO., DAYTON OHIO, U.S.A. [1168

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"GLENGYLE,"

are hereby notified that their Goods are being landed and stored at their risks in the Company's Godowns at Wanchai, from whence delivery may be obtained on countersignature of Bills of Lading.

Goods remaining unclaimed after the 21st instant will be subject to rent.

No Fire Insurance will be effected.

J. S. VAN BUREN,
Agent.

Hongkong, 14th October, 1898. [1-w 1

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"OPTIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 14th October, 1898. [1-w 2

NOTICE TO CONSIGNEES.

FROM SOUTH SHIELDS, NEW CASTLE, LONDON AND SINGAPORE.

THE Steamship

"NIPPON MARU,"

Captain F. R. Evans, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on the 19th instant at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 14th October, 1898. [1232

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Oceana*.

From Australia, *ex* S.S. *Roma*.

From Persian Gulf, *ex* S.S. *Pachumba* and *Nasrt*.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 14th October, 1898. [1-w 5

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PESHAWUR,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Zanzibar, *ex* S.S. *Goa*.

From Malabar Coast, *ex* S.S. *Nadir*.

Goods not cleared by the 25th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 19th October, 1898. [1-w 5

Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL, GLASGOW, &c.

THE Company's Steamship

"HYSON,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 24th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 24th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 15th October, 1898. [1-w 1245

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, SOUTHAMPTON AND SINGAPORE.

THE Company's Steamship

"KAWACHI MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before NOON TO-DAY.

Goods not cleared by the 25th instant will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company and sent to this Office within ten days after the vessel's arrival here, after which no claims will be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 18th October, 1898. [3-1 1251

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "SACHSEN,"

THE above named steamer having arrived, Consignees of cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional cargo will go on to Shanghai unless notice to the contrary be given TO-DAY at 6 P.M.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 25th instant, and TUESDAY, the 1st November, at 9.30 A.M.

All claims must reach us before the 4th November, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co.,
Agents.

Hongkong, 18th October, 1898. [1-w 1221

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, SUEZ, ADEN, KURRACHI, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE Steamship

"MORAVIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo:—

From Trieste, *ex* S.S. *Imperator* transhipped at Bombay.

From Venice, *ex* S.S. *Carlotta* and *Massimiliano* transhipped at Teleste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before Noon on the 25th instant, *or they will not be recognised.*

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
Agents.

Hongkong, 19th October, 1898. [1-w 1218

"GLEN" LINE OF STEAM PACKETS.

FROM LONDON AND STRAITS.

THE Steamship

"GLENARTNEY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

Cargo remaining undelivered after the 26th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 2nd November, otherwise they will not be recognised.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 19th October, 1898. [1-w 1257

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
OMI MARU..... C. Young.....	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 24th October, at 4 P.M.
KAGOSHIMA MARU R. Nunome.....	KOBE and YOKOHAMA.....	FRIDAY, 28th October, at 4 P.M.
YAMASHIRO MARU J. Jones	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 28th October, at 4 P.M.
KANAGAWA MARU J. MacKenzie.....	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	THURSDAY, 27th October, at 4 P.M.
*KINSHIU MARU F. J. Brown.....	SEATTLE, WASH., U.S.A., VIA KOBE and YOKOHAMA.....	SATURDAY, 5th November, at 4 P.M.
SADO MARU J. B. Murray	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 8th November, at 4 P.M.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA.
Manager.

Hongkong, 17th October, 1898. [6

Dr. KNORR'S
ANTIPYRINE

patented
"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS;
NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhœa in 1 to 2 per cent. solutions possesses similar bactericida action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

DR. OVERLACH'S
MIGRAININE

"LION BRAND"
(ANTIPYRINE—CAFFEINE—CITRATE.)
(1) Excellent results in *the severest cases of migraine*, as well as in *headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.*
(2) The *best, antipyretic*, even in threatened collapse, because the caffeine of Migrainine acts stimulto-neously as an *analeptic*.
☞ Use only DR. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."
The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.
Sole Manufacturers:—
FARBWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.
Literature of the above Preparations supplied gratis at request to medical men.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS! [34

TO THE DEAF!
A RICH LADY cured of her deafness and noises in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent £1000 to his Institute so that Deaf-Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C. [72

THE
GENERAL CATALOGUE
AND
BUYERS' GUIDE
ISSUED SEMI-ANNUALLY BY
MONTGOMERY WARD & CO.
THE GREAT MAIL ORDER HOUSE.
Chicago, U.S.A.
IS THE MOST COMPLETE IN THE WORLD

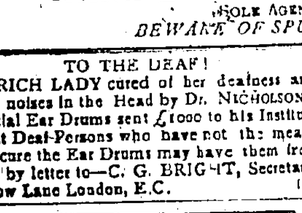
It has more than 1,000 illustrations. About 6,000 quotations of prices, weighs 3½ pounds, and contains over 800 pages. Everything you wear or use is listed in it and the prices quoted place you in a position to buy from us, in large or small quantities, at wholesale prices. We do not sell this General Catalogue and Buyers' Guide; we give it away. To introduce to you our immense facilities we will send free of charge to you or any other foreign resident our "Buyers' Guide," and our "Hand Book for Foreign Buyers," which gives all information necessary to put you in touch with our methods. Send us your address and we'll do the rest.

Montgomery Ward & Co.,
111 to 120 Michigan Ave., Chicago, U. S. A.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP.



DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings
Hongkong, 9th March, 1897. [11

MITSUI BUSSAN KAISHA.
No. 6, Ice House Street, Praya Central.
Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
Agencies:—
Miiki Coal Mines.
Okmaura Coal Mines.
Kanada Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kanegafuchi Cotton Spinning Mill, Japan.
The Miike Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.
Hongkong, 11th December, 1896 [45

ANTI CORROSIVES — ANTI FOULINGS

MANUFACTORY
all sorts of
OIL PAINTS and COLOUR-WASH
PREPARED IN ALL COLOURS
TO SUIT PURCHASERS.

GENERAL AGENCY.
BAILEY'S ENGINEERING AGENCY,
17, PRAYA CENTRAL.
Hongkong, 14th May, 1898. [29

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
"CHANGSHA,"
Captain T. Moore, will be despatched on TUESDAY, the 25th instant, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S. S. Co. and *vice versa*.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th October 1898. [1212

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship
"KWEIYANG,"
Captain Outerbridge, will be despatched on TUESDAY, the 25th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th October, 1898. [1248

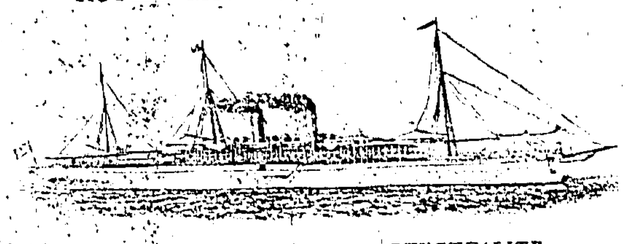
MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"GHAZEE,"
will be despatched as above on or about the 12th November.
S.S. "BRAEMAR",.....about 14th Dec., 1898.
S.S. "ENERGIA"..... " 31st Dec., 1898.
S.S. "MOGUL" " 15th Jan., 1899.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 17th October, 1898. [1243

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.  1898.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 26th Oct., 1898.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 23rd Nov., 1898.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 21st Dec., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Hongkong, 28th September, 1898. *Peddor's Street.* [3

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Chartered Steamship
"KONGBENG,"
Captain Joslin, will be despatched for the above Ports, TO-MORROW, the 21st Instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 20th October, 1898. [1250

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship
"MORAVIA,"
Captain E. Mecozzi, will leave for the above places TO-MORROW, the 21st Instant, at Noon.
For Freight, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 20th October, 1898. [1218

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship
"AUSTRALIAN,"
Captain Helms, will be despatched as above on SATURDAY, the 22nd instant, at Noon.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th October, 1898 [1255

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR ILOILO.

THE Company's Steamship
"TAISANG,"
Captain Sawer, will be despatched as above on SATURDAY, the 22nd instant, at 1 P.M.
This Steamer has Superior Accommodation for First-class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 19th October, 1898 [1254

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE APCAR,"
Captain J. G. Olifent, will be despatched for the above Ports on SATURDAY, the 22nd instant, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 19th October, 1898. [1247

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship
"HUPEH,"
Captain Quail, will be despatched as above on MONDAY, the 24th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th October, 1898. [1253

"WARRACK" LINE OF STEAMERS.

FOR SHANGHAI, KOBE & YOKOHAMA

THE Steamship
"LENNOX,"
Captain Williamson, will be despatched as above on or about TUESDAY, the 25th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 19th October, 1898. [1258

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"JOHN SANDERSON,"
Captain Smith will be despatched as above on or about the 29th Instant.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.
Agents.
Hongkong, 8th October, 1898. [1211

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 25th Oct., at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 17th Nov., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 8th Dec., at Noon.

THE Company's Steamship
"COPTIC,"
will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 25th October, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.
Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 12th October, 1898. [2

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE of LIME
FOR DISEASES OF THE CHEST

All suffering from **Catarrh, Consumption, Obstinate Coughs or Colds** and those affected with diseases of the **Chest, Lungs and Bronchial Tubes**, should take
GRIMAULT'S SYRUP of HYPO-PHOSPHITE of LIME
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medecines have failed.
Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.
GRIMAULT & Co, Paris. Sold by all Chemists

Shipping.

NORTH GERMAN LLOYD. (*Freight Service.*)



HAMBURG AMERICA LINE. (*East Asiatic Service.*)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
NURNBERG von Binzer	HAVRE AND HAMBURG.....	22nd October.	Freight.
*BABELSBERG ... Pfaff	HAVRE & HAMBURG	About 7th November.	Freight and Passage.
ANDALUSIA Schroetter	LONDON, HAMBURG & ANTWERP.	About 12th November.	Freight.
STOLBERG Formes	HAVRE AND HAMBURG.....	About 17th November.	Freight and Passage.
SAVOIA Jüyer	HARVE AND HAMBURG.....	About 25th November	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.
For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents,
Hongkong, 18th October, 1898. [981

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

*Olympia..	2,608	T. H. Dobson ...	Oct. 22.
*Glenogle...	3,750	J. McGillivray...	Nov. 1.
*Victoria ...	3,167	J. Truebridge ...	Dec. 6.
*Tacoma ...	2,553	A. Dixon	Dec. 10.

* Calling at AMOY and SHANGHAI.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire	2,874	W. A. Evans	Oct. 25.
*Columbia.....	2,605	A. Gow.....	Nov. 12.
*Lennox	3,677	Williamson	Dec. 24.
Monmouthshire	2,874	W. A. Evans	Jan. 21.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.
HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.
Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).
Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.
For further information apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 20th October, 1898. [4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Sachsen	Wednesday	9th Nov.
Bayern	Wednesday	7th Dec.
Prinz Heinrich ...	Wednesday	4th Jan.
Preussen	Wednesday	1st Feb.
Sachsen	Wednesday	1st March.

ON WEDNESDAY, the 9th day of Nov., 1898, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Supmer, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON on MONDAY, the 7th November. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 8th Nov., and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 8th Nov. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 12th October, 1898. [1221

SAILING VESSEL.

FOR NEW YORK.

THE 3 3. L. I. American Bark
"ADOLPH OBRIG,"
Captain Amsbury, is ready to take cargo for above port and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.
Honkong, 6th September, 1898. [1067

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship
"PARRAMATTA,"
Captain C. F. Preston, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 29th instant, at Noon taking Passengers and Cargo for the above Ports.
Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 15th October, 1898. [5

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 8th Nov., at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 29th Nov., at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 22nd Dec., at Noon.

THE U. S. Mail Steamship
"CITY OF PEKING,"
will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 8th November, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.
Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 6th October, 1898. [1

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